

WHAT IS CLAIMED IS:

1. A tire wear forecasting method comprising:

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a1
forecasting wear on a tire based on an increase in
temperature of a tread surface part of the tire or based on a
temperature of the tread surface part after increasing the
5 temperature of the tread surface part, by causing the tire to
come into contact with, and to be run on, a road surface.

2. The tire wear forecasting method of Claim 1, com-
prising measuring the temperature of the tread surface part
during an interval when, compared to the temperature of a
groove in the tread, the temperature of the tread surface part
5 is higher.

3. The tire wear forecasting method of Claim 1, com-
prising measuring the temperature within 90 seconds after
the tire is started running.

4. The tire wear forecasting method of Claim 1,
wherein the temperature of the tread surface part, before the
tire starts running, is lower than the temperature of the road
surface.

5. The tire wear forecasting method of Claim 4, com-
prising cooling the tire before running it so that the

temperature of the tread surface part is lower than the temperature of the road surface.

6. The tire wear forecasting method of Claim 4, comprising heating the road surface so that the temperature of the road surface is higher than the temperature of the tread surface part.

7. The tire wear forecasting method of Claim 1, comprising correcting a measured temperature of the tread surface part based on a length of a tire contact surface.

8. The tire wear forecasting method of Claim 1, comprising forecasting the tire wear based on a temperature differential calculated by subtracting the temperature of the tread surface part before the tire is rotated from the temperature of the tread surface part after rotation begins.

9. The tire wear forecasting method of Claim 1, comprising measuring the temperature of the tread surface part using a non-contact radiant thermometer.

10. The tire wear forecasting method of Claim 9, wherein the non-contact radiant thermometer is a thermography machine.

$$\text{sub } a^2$$

DECLASSIFICATION

means for measuring, without contact, the temperature of the tread surface part and for discerning a temperature distribution of the tread surface part from the measured temperature.

Sub B2

temperature measurement results from a second temperature measurement at temperature measurement locations.

13. The tire wear forecasting apparatus of Claim 11, comprising:

an inputter that inputs a length of a tire contact surface; and

5 a compensator that corrects at least the measured temperature based on the length of the tire contact surface that has been input by the inputter.

14. The tire wear forecasting apparatus of Claim 11, comprising a display part whereon at least the measured temperature is visible.

15. The tire wear forecasting apparatus of Claim 11, comprising means for cooling the tire.

16. The tire wear forecasting apparatus of Claim 11, comprising means for heating the road surface.

17. A tire wear forecasting method comprising:

contacting and running a tire on a surface;

measuring a temperature of the tire or an increase in
the temperature of the tire a predetermined period of time
5 after said running step is started; and

forecasting wear on the tire based on a result of said
measuring step.

18. The tire wear forecasting method of Claim 17,
wherein said forecasting step comprises forecasting a relative
amount of wear and a location of the wear on a tread surface
of the tire.

19. A tire wear forecasting apparatus, comprising:

a sensor which senses a temperature of a tire after it is
run on a surface for a predetermined period of time, and
without the sensor contacting the tire; and

5 a computer which forecasts wear on the tire based on
the temperature sensed by said sensor

20. The tire wear forecasting apparatus of Claim 19,
wherein the sensor is a non-contact radiant thermometer.